PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description *from TIP, RTP, and/or project documents*
RTIP ID#: SBDLS05 Minor Lump Sum
Install temporary traffic signals to provide button activated pedestrian crossing of Euclid avenue at the south side of Princeton street and to provide a simultaneous phase for westbound Princeton street traffic to turn right (north) onto Euclid; install loops detectors in Princeton street and install barrier rails to prevent pedestrian crossing of Euclid avenue on the north side of Princeton street

Type of project *see list below*

Intersection signalization

County: SBd	**Narrative Location/Route & Postmiles:** Route 83 / PM10.59 **Caltrans Projects – EA#:** 0H840G

Lead Agency: Caltrans

Contact Person	**Phone#**	**Fax#**	**Email**
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Decision Desired *Check appropriate box below*

PM2.5		**MAYBE Project of Air Quality Concern**	X	**NOT Project of Air Quality Concern**
PM10		**MAYBE Project of Air Quality Concern**	X	**NOT Project of Air Quality Concern**

Federal Action for which PM Analysis is Needed *Check appropriate box and describe in Comments below*

X	**Categorical Exclusion (NEPA)**		**EA or Draft EIS**		**FONSI or Final EIS**		**PS&E or Construction**		**Other**

Scheduled Date of Federal Action:

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	5/2006	11/2006		4/2007
End				

Project Purpose and Need (Summary): *Attach additional sheets as necessary*

Current traffic control device is a stop sign on Princeton street and an unprotected Pedestrian crosswalk on Euclid avenues on the north side of Princeton Street. Euclid Avenue is the main arterial which carry heavy traffic in north side direction with median break at the T-intersection with Princeton Street. Heavy and fast traffic on Euclid avenue has resulted in accidents to motorist who negligently tries to make left turn from Euclid Avenue or from Princeton Street to Euclid Avenue. Concern on the safety to pedestrian traffic has been raised who try to cross-busy Euclid Avenue. The improvement will install a traffic light and pedestrian crossing on the south side of Princeton street at the T-intersection of Euclid Avenue and Princeton Street The Median break will be closed with delineator to prevent left turn movement form Euclid to Princeton Street and also from Princeton street to Euclid Avenue. Signal controlled Pedestrian crosswalk will be installed on south side and north side Pedestrian. Crossing will be removed. Barrier rails to be installed along Euclid Ave on north side of Princeton Street

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)
This section of Route 83(Euclid Avenue) is an north south divided highway with two lanes in each direction and serves businesses a, residences and school districts of City of Ontario and connects important interstate freeway I-10 and State route 210. The route 83 begins at state route 71 in the south in the city of Chino and traverses north easterly through heavily urbanized area of the city of Ontario, Upland and terminates at State Route 210 in the north.

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year)
Caltrans District 8 Traffic Forecasting office provided current and projected traffic data for this intersection: ADT (2006) is 33,300 Vehicles/day, Truck % not available; LOS C

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year)
ADT (2021) is 39,900 Vehicle; ADT for 2030 is 44,500, truck % not available; LOC C

If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year)
ADT on Princeton Street 2006 is not available

If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):
ADT on Princeton Street 2006 is not available

Describe potential traffic redistribution effects of congestion relief
The improvement will allow more efficient flow of traffic through the T intersection with installation of traffic signal and elimination of the left turn movements by block off median gap at the intersection. This will reduce accident and enhance the safety of the pedestrian with installation of pedestrian signal lights at the crosswalk on Euclid Avenue (SR-83)

Comments/Explanation/Details
Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (page 25)

Examples of projects that are not an air quality concern under 40 CFR 93.123(b)(1)(i) and (ii):

- Intersection channelization projects, traffic circles or roundabouts, **intersection signalization projects at individual intersections**, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM2.5 or PM10 emissions.

TYPE OF PROJECT:

New state highway	*Change to existing state highway*
New regionally significant street	*Change to existing regionally significant street*
New interchange	*Reconfigure existing interchange*
Intersection channelization	*Intersection signalization*
Roadway realignment	
Bus, rail, or inter-modal facility/terminal/transfer point	
Truck weight/inspection station	
At or affects location identified in the SIP as a site of actual or possible violation of NAAQS	

Continued on next page

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM_{10} and $PM_{2.5}$ Hot Spots

(i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*

(ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*

(iii) *New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;*

(iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*

(v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*